

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
DISPENSING CHEMISTS.

WINE AND SPIRIT DEPARTMENT.

WHISKY, SCOTCH. F. O. S. DAKIN.

A blend of the finest Whiskies produced in
Scotland, fully matured in wood before bottling.

White Capsule \$10 per dozen, \$1 per bottle.

BENAVON—A perfectly pure clean spirit

with a distinct peat taste; entirely free from fusel
oil or other deleterious substance.

Square bottle, Gold Capsule, \$7 per dozen,

65 cents per bottle.

DAKIN BROS. OF CHINA, LIMITED.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

Hongkong, 20th October, 1890.

WINE AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & CO., LD.

(ESTABLISHED A.D. 1841.)

HONGKONG.

WE invite attention to the following old
branded Whiskies, all of which are of ex-
cellent quality and good value for the money.
The same being specially selected by our
London House, and brought direct from the most
noted Shippers, are imported in wood and bottled
by ourselves thus enabling us to supply the
best Whiskies at moderate prices.

In defining it is only necessary to state
the name and age of the Whisky or Spirit wanted,
and our letter for quality desired.

Orders through Local Post or by Telegram
received without delay.

PORTS. (For Invalids and general use.)

Per Case. Per Bot.

A Alto Douro, good quality, \$1.00

B Green Capsule, \$1.10

C Fine Old Vintage, \$1.25

D Very Fine Old Vintage, \$1.50

E Superior Old Vintage, \$1.50

F Superior Old Vintage, \$1.50

G Superior Old Vintage, \$1.50

H Superior Old Vintage, \$1.50

I Superior Old Vintage, \$1.50

J Superior Old Vintage, \$1.50

K Superior Old Vintage, \$1.50

L Superior Old Vintage, \$1.50

M Superior Old Vintage, \$1.50

N Superior Old Vintage, \$1.50

O Superior Old Vintage, \$1.50

P Superior Old Vintage, \$1.50

Q Superior Old Vintage, \$1.50

R Superior Old Vintage, \$1.50

S Superior Old Vintage, \$1.50

T Superior Old Vintage, \$1.50

U Superior Old Vintage, \$1.50

V Superior Old Vintage, \$1.50

W Superior Old Vintage, \$1.50

X Superior Old Vintage, \$1.50

Y Superior Old Vintage, \$1.50

Z Superior Old Vintage, \$1.50

AA Superior Old Vintage, \$1.50

AB Superior Old Vintage, \$1.50

AC Superior Old Vintage, \$1.50

AD Superior Old Vintage, \$1.50

AE Superior Old Vintage, \$1.50

AF Superior Old Vintage, \$1.50

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AV Superior Old Vintage, \$1.50

AW Superior Old Vintage, \$1.50

AX Superior Old Vintage, \$1.50

AY Superior Old Vintage, \$1.50

AZ Superior Old Vintage, \$1.50

The Hongkong Telegraph.

HONGKONG, FRIDAY, OCTOBER 24, 1890.

TELEGRAMS.

LABOUR versus CAPITAL.

LONDON, October 22nd.

The Shipping Federation threaten to lay up
all their vessels in the United Kingdom until
the situation resulting from strikes becomes
improved.

LOCAL AND GENERAL.

THE Ocean Steamship Co.'s steamer *Myrmidon*,
from Liverpool, left Singapore for Hongkong
this morning, and is due on the 31st inst.

PRISONER—But I would rather tell my own
story. Don't you think it would be believed?
Lawyer—Yes, that's the trouble. It would
carry conviction with it.

PAINT the tongues of your fever patients with
glycerine, says a physician; it will remove the
sensation of thirst and discomfort felt when the
organ is dry and foul.

THE percentage of light lost in passing through
window glass is, through clear glass, 12 per cent;
slightly ground, 24; half ground, 35; all ground,
40; opal glass, 50.

A Regular Convocation of Cathay Chapter,
No. 1165, will be held in Freemasons' Hall,
Zeland Street, this evening, at 8.30 for 9 o'clock
precisely. Visiting companions are cordially
invited.

A NEW albuminous poison of 100 times the power
of strychnine has been described by Professor
Robert. It is extracted from the seeds of *Abrus*
precatorius, the poisonous principles causing
death by coagulation of the blood corpuscles.

THE steamer *Romulus*, which took the disabled
Guthrie into Manila early this month, also
picked up the crew of a small Japanese vessel
which had been wrecked in Spanish waters,
after being driven down from the coast of
Formosa.

THE cricket match, Club v. Garrison, will be
continued at 11 a.m. to-morrow. Tiffin will be
provided in the Pavilion, and by kind permission
of Colonel Charter and the officers of the A. and
S. H. bladders the band will play on the ground
during the afternoon.

THE Band of the A. & S. Highlanders will play
the following programme at the Barrack Square,
this evening, commencing at 7.30 o'clock:—
March "The Old Guard".....Latham.
"The Old Guard".....Crook.
"The Old Guard".....Crook.
"The Old Guard".....Crook.
"The Old Guard".....Crook.
"The Old Guard".....Crook.
"The Old Guard".....Crook.
"The Old Guard".....Crook.
"The Old Guard".....Crook.
"The Old Guard".....Crook.

OUR prophecy last night as to the success of
"La Sonnambula," as presented at the Theatre
Royal in the evening by Miss Gracie Plaisted's
company, assisted by Mr. C. H. Grace and a
number of gentlemen amateurs, was fully justified
by events. The attendance was most
gratifying, and the long plaudits at the close
testified the general opinion. A detailed
critique is held over until to-morrow.

MR. WODEHOUSE continued his searching
inquiry to-day into the circumstances connected
with the death of a child who died at the
Hospital on the 19th instant; and for that purpose
held the adjourned inquiry at the hospital,
where he inspected the so-called bed-
rooms of the lower class of patients, as also the
garden, latrines, etc. a most unpleasant task.
The proceedings terminated with a finding to the
effect that "the deceased hanged himself."

THE untutored savages in the Carolinas are
going the way of all heathen. The other month,
near Ponapé, a lot of them tried to dissuade a
party of Spaniards from building a church, by
killing twenty or thirty of them, and the Govern-
ment in the Philippines renewed the task of
spreading the Gospel by sending two gunboats
to the spot, when, *gracias a Dios* and repeating
rifles, 5 heathen were wiped out. It has since
been ascertained that the trouble primarily arose
through the antagonism between the Jesuit and
Methodist missionaries.

By the mail of the 23rd instant further advices
from Amsterdam concerning the sales of Borneo
tobacco; the products of various estates in
Borneo, situated in Dutch Borneo, Marudu Bay,
Labuk River, Darvel Bay, and the Kinabatangan
River, were received. The reports are to the effect
that the leaf from Darvel Bay and the
East Borneo Planting Companies Estates, on the
Kinabatangan river, found most favour, and
were well paid for, other lots finding buyers at
inferior rates only. One well known firm of
brokers writes "We were very satisfied with the
good out-turn of the Melapi Estate. Burns
good."

A DISCOVERY in ethnological and Masonic lore
is announced by the Rev. Haskett Smith, a
rector of Lincolnshire. While in Lebanon Mr.
Smith was admitted to the most secret intimacy
with the Druses for having saved the life of a
young man by sucking the venom of a snake-
bite from his body. He was initiated into the
Druses' hitherto unknown mysteries, and in
these the natives started him, as a Freemason
by using the most characteristic of Masonic
signs. Hence he argues that the Druses are
none other than a branch of the great Phœnician
race, whose ancestors supplied the Lebanon
cedars for Solomon's temple.

THE *Hyogo News* of the 18th inst., referring to
a rumor published the previous day, says:—The
report of the total loss of the British ship *Lisula*
C. Troop off the Loochoo Islands, with the
major portion of her crew, appears to be
only too true. The survivors, seven foreigners
and three Japanese, are due this morning
from Kumamoto, Kagoshima, per N.Y.K. s.s.
Mutsu Maru, which left that place at ten o'clock
on Thursday morning. Those drowned number
thirteen, and include one Japanese. Nothing
further is known; and, until the arrival of the
survivors here, no list of those who perished
will be available. The Captain's family in-
cluded his wife and two children. Preparations
have been made at the Sailors' Home for the
reception of the survivors. The news of the
disaster appears to have taken more than three
weeks to travel up here, due, of course, to the
ungettableness of the locality where the wreck
occurred. The vessel being an English ship,
there will be the usual Court of Inquiry at
H. B. M.'s Consulate into the circumstances
attending her loss. The *Mutsu Maru* arrived
this morning. Among the survivors are
Mrs. Fowles, the Captain's wife, and the first
mate. The vessel was driven on to the rocks
during a typhoon, striking at 6
o'clock in the morning. The survivors stood
by her and came ashore when the weather
moderated. Those who jumped overboard were
drowned. The Captain brought his wife and
eldest son ashore, but lost the latter in the surf.
He returned to find him, if possible, but was
frantically hunted among the rocks, and was washed
back by the sea. He died at about an hour
later from the effects of his wounds.

QUITE a number of British bull-dogs have turned
up here during the past eight-and-fifty hours
via the *Mutina*, *Mercury*, *Rattler* and *Caroline*.
The latter arrived at gun-fire this morning from
Nagasaki direct, having experienced very strong
North-east monsoon and mountainous seas the
greater part of the voyage.

ACCORDING to the *Amoy Times*, Sir Robert
Hart, Inspector General of the Imperial Maritime
Customs, is expected at Canton towards the
latter end of this month. "A correspondent
informs our contemporary that they are having
quite a busy time of it both at Canton and
Whampoa, in getting everything in apple pie
order, the Customs premises swept and garnished,
and so forth.

A NEW description of "blacklegs" has appeared
on the scene, "blackleg" newspapers to wit. A
Scotch delegate at the great Trades Union Con-
gress, which was sitting for a good part of the
last month in Liverpool, moved that no reporter
representing any paper which did not pay the
Trade Union rate of wages be allowed to take
notes at any Trade Union meeting, and it was
carried unanimously, with the blessing of Mr. John
Burns' thrown in. This is an absurdly paltry
move and calculated to bring a great organiza-
tion into ridicule and contempt.

THE rendition case, in respect to the surrender of
a notorious burglar named Su Fei Wan to the
Chinese Authorities, drags along its weary
length at our Police Court. To-day Mr. Wode-
house had the pleasure of listening to the opening
of the case for the defence, which is conducted by
Mr. Caldwell, and noted down the evidence of
a Taipingnan pork butcher who swore that the
prisoner had purchased choice viands at his stall
during the past three long years. The case was
further remanded until Thursday the 30th inst.
Su Fei Wan looked about 40 years older since his
trial commenced a fortnight ago.

IT will doubtless interest our military readers to
know that the Leprosy Commission will probably
leave London for India during the current month.
It is to consist of three members, of whom two,
Mr. Kanthak, F.R.C.S., and Dr. Buckmaster,
Lecturer on Physio Logic at St. George's Hospital,
London, have been already nominated. The
Surgeon-Major of the 1st Dragoon Guards, Dr. Cunningham
will probably be asked his opinion as an expert.
The Commission will, in the first place, travel
over India studying the natural history of the
disease. They might extend their researches to
China with great advantage in the interests of
humanity and of medical science.

FROM native sources we learn that freights
between Bangkok and Hongkong are slightly
weaker than during the preceding week. The
rate now being 27½ cents per picul. The rice
market both here and in Canton is firm, owing
to the continued drought in the province of
Kwang Tung, and several steamers have been
specially chartered to load rice at Wuhu and
Chinkiang for Whampoa direct. To-day the
"Glen" liner *Glenary* (2,000 tons) arrived
from Wuhu with a full cargo of this Chinese
"staple of life," and she will shortly be followed,
it is said, by several other large grain-laden
steamers. If the rains keep off much longer
the lower and middle classes of Cantonese seem
youngsters will pass a hard winter indeed.
The Canton officials already exhibit a good deal
of anxiety in this connection.

THE centrifugal propeller is the name of a new
invention designed to enable steamers to attain
extraordinary speed. Strictly speaking, the
appliance is not a propeller at all; it is simply a
remover of resistance ahead. The stem of the
steamer is cut away downward and backward
from the water line, and here the rotary fan,
or centrifugal machine, is placed. The pressure
and resistance of the water ahead is removed
by the clearing of the water away, thus virtually
endowing the propulsive screw, or screws in the
stern with greatly augmented power. In vessels
moving at speeds up to seven knots, skin friction
is the principal resistance in still water; in
vessels moving at higher speed, the resistance
of the water immediately ahead increases at an
enormous rate, with the increase of speed. This
can always be noticed by the huge white wave
a swiftly moving vessel has in front of her—the
"bone in her mouth," as the sailors term it. The
object of the new invention is to scatter this
retarding mass of water, and by this means the
resistance is lessened, and the speed of steamers
can be increased to the point that will admit of
their crossing the ocean in four days. Vessels
will be fitted with this new device for experimental
purposes both in this country and in England,
and it is expected that their speed will be greatly
in excess of anything now afloat.

THE Japanese transports *Kongo* and *Hiei*, which
have intruded into these waters, and the naval
flag that was adopted by the Emperor of Japan
last November, will leave here to-morrow for
Europe with the survivors of the ill-fated
Eritropoli. A representative of the *Telegraph*
called on board the *Hiei* this morning. On
ascending the ladder he was met by an
(apparently) young officer, who inquired, "What
Ollendorffian fluency, "What do you propose?"

The novelty of the interrogation temporarily
discomposed the visitor, until it occurred to
him to propose "five rounds with the gloves."
A suggestion which evidently conveyed nothing
to the Nipponese Nelson, as he smiled and
disappeared to look for an interpreter. After
some negotiations one of the survivors of the
Eritropoli's crew, who knew a little English,
was unearthed, in the hope that a recital of more
personal experiences than those given in our
Japanese contemporaries might be obtained.
He was a Greek named Haidar, who was
attached to the Sultan's unfortunate ark in the
capacity of photographer. He had nothing
really to tell, save that "the ship was
sinking, and blowing very hard, the ship
hit a rock, he said, and he and plenty
more got on the stern until it went down. Then
he got hold of a spar, Osman Pasha being
alongside him, and they were buffeted about for
a while, until a spar smashed Osman Pasha's
head. There was comparatively very little tumult
when the 500 men went down, many being below
and the rest resigned. He was in the water—
which was extremely cold—nearly five hours, and
was much bruised by being flung on the rocks.
Some of the other men were so injured that they
were still in the ship's hospital. Haidar's
recital over, one of the Japanese officers imparted
some information respecting the vessels. They
were composite: corvettes, sloop-ships, and had
been stationed at Tokyo as training-vessels.
They were the first Japanese men-of-war bound
for Europe that had ever come to Hongkong.
Each vessel carried a crew of 335 officers and
men, but that included 36 cadets—sturdy
youngsters dressed in almost English uniform,
dark and all—who were going to see
the western world. After leaving the Turkish
sailors at Constantinople the Mediterranean
ports would probably be visited. Haidar's
information ended, and he addressed himself
in the Ollendorffian style to Haidar, to
whom he announced that—"The captain
says—if your men go shore—get difficulty
—is very bad—aye-aye." This being duly
interpreted, and an assurance given that the
conduct of the sons of the faithful should be
of the most exemplary, the handful of tarbushed
castaways pulled ashore, and our representative
followed suit.

H. M. S. "FIREBRAND" MISSING.

Considerable anxiety is felt amongst the naval
authorities as to the safety of the British gun-boat
Firebrand, now twenty-two days out from
Hongkong en route for Shanghai. H. M. S.
Redpole left this morning, and the *Rattler*
followed this afternoon, to search the coast
northwards. A prominent naval officer assured us
that there was no fear entertained as to the
Firebrand's safety, but as strong north-east
breezes had been prevalent up the coast it was
surmised that she had run short of coal, and had
to put in somewhere. Some men-of-war, he
said, had been known to take a month in getting
to Shanghai. Still, as the *Rattler* only arrived
yesterday from the north it looks as if the case
was considered pretty urgent. She is a 455 ton
composite gunboat, commanded by Lieut. Com-
mander Denison, and carries seven officers and
a small crew. In view of her disappearance it
is ominous to read that the *Asahi*
Shimushu publishes news from Korea stating
that a couple of Chinese ironclads
founded during a great storm off the coast
in the early part of the current month. From
the 5th to the 9th very bad weather was
experienced at Fusan, and the combined
Chinese Northern and Southern cruising
squadrons, comprising twenty vessels, put in for
shelter. Two of these received orders to leave
for Cheulipo; they were overtaken by a great
storm and foundered with all hands about sixty
miles from their destination. On the news
reaching Fusan, the ships were at once
sent out in the hope of succouring any survivors
there might be.

Under the above head, *Fairplay* gives the
following interesting explanation of certain
modern phases of the business:—

As stated in a previous article, three very
distinct reasons are to be found to account for
the present state of underwriting at Lloyd's. It is
true that the underwriting business has been
seasoned by privation, but the only effect of that
has been to precipitate the catastrophe, and to
enforce underwriters to look facts in the face
sooner than they might otherwise have done.
Had the losses been only normal the present
virtual collapse must have been reached sooner
or later, for the system on which much of the
business is done at Lloyd's has long been
unsound, and the result is inevitable. Under-
writers, pure and simple, must be more and more
disposed to withdraw from the business in pro-
portion as it becomes more and more evident
that circumstances outside of underwriting
prevent the old and normal relation being
observed between premiums and risks. That is
practically what has occurred. Modern innova-
tions in some cases, and undue development of
compensatively old practices in others, have
changed the very nature of the business at
Lloyd's. We have mentioned the abuse of the
p. p. i., or water policy, the extension of the
principle of writing for names, and the intro-
duction of the underwriting business, as well as
the causes of the dead-end at Lloyd's. Of these
the underwriting-broker is undoubtedly the
worst, for mainly to him is due the abnormal
development of the others.

Lloyd's, on its original lines, was primarily an
assemblage of underwriters, whose business it
was to underwrite, and to do nothing else.
Brokers, for convenience sake, were admitted as
subscribers, because, as they held the risks to be
covered, it was indispensable that they should be
in contact with the men whose business it
was to underwrite. Further, in those days when
the "credit" system prevailed, and the discount
was only allowed on the balance at the end of the
year (after deduction of all claims), the interest
of the brokers was identical with that of under-
writers. The two businesses, that of the under-
writer and that of the broker, are in their nature
essentially distinct. In the past, that fact was
partially recognised; in the present, it is entirely
ignored; with the result that the old canon law
of business which prohibits an intermediary from
acting as principal is put on the shelf, and the
broker charged with effecting an insurance effect
it or a portion of it with himself. In principle
this is wrong. The system of combining
underwriting with brokering has now become
so predominant at Lloyd's that the ordinary
insurance broker is being squeezed out of exist-
ence on one hand, while on the other, the
underwriter who confines himself to his legiti-
mate business, who trades on his own capital,
and who depends for his livelihood on the
ordinary profits of underwriting, can no longer
hold his own. Small wonder that retirement
from either of the two, or the fact of being
of Lloyd's. So a bet was made for \$50,000 a side.

The race began, and was watched with
breathless interest. Station after station was
passed. The pony from the ocean and the pony
from the valley panted toward each other, with
the hundreds of miles between them melting
away. At each station there was another horse
saddled and rider ready spurred. The mail bag
was tossed from one to the other, and on sped,
like the wind, the fresh horse and rider. One
boy on the first trip was lost in a canyon of
snow. For four precious minutes he was
missing. Then he started on with desperate
vigor. Another was lost in the Platte. The horse
he rode was drowned. But the rider swam out
with his mail and footed it to the next station.
Here his relief was in waiting, and the flight
was taken up again. Would the riders and the
horses, with their daring and energy win? Would
the accident and the strangeness of the trial make
them lose? No one could tell. The days
passed. The ponies neared each other. They
passed. The riders gave a wild hurrah. On
and on a while and spur. Nine days are gone,
and the ponies have kept up to the mark. At 4
o'clock the westward bound must be in Sacra-
mento. The noon has passed, and the minutes
are being counted. Half-past three. Will the
brave rider be on hand? As yet there is no
sign. With only thirty minutes to spare Russell
wanted to double his bet. Then a speck of dust
is seen. It grows to a cloud. The rider waves
his hat. The people shout. The pony expresses
his conquest the great American day. Victory!
There is still twenty minutes' grace.

This speed was always kept up, just as if there
were \$50,000 at stake daily. It was the same
for weeks. When the complications of the war
turned everything upside down the riders
went to battle, the stations were abandoned,
contracts went to other hands, and grass grew
over the trail. But soon the stage used it, and
the telegraph line was not far behind, while
those who have rushed across the plains by
steam know well followed the telegraph line.
The riders of the pony express were all young
fellows, whose very love of excitement and
danger had brought them to the frontier. In
this occupation they had their fill. The
individual adventures would fill a volume.
The life, with its exposures and hardships
was a wearing one. What has become of the
riders now, is a question. Many of them have
followed the frontier, and will stay on the frontier
until they die. Many are dead already. One
of the most daring of the "cow boys" rode into Salt
Lake, having ridden eighty miles in a day. The
present game of football, with its beautiful
scientific points, bears a much resemblance to
the game of the same name of fifty years ago
as the present game of baseball bears to
baseball. The origin of the game dates

subjected? One illustration will be found in the
abuse of the water policy, which is being worked
in a totally novel manner. The insurance of
steamers built for time. The owner of a cargo
steamer worth to insure £20,000 would under
the old system, have insured her for that sum,
so valued, on an all-risks policy, and there
would have been an end of the matter. The
underwriter-broker has discovered a far better
plan for the owner. He will get the vessel
insured on two policies: one for £20,000 on
hull and machinery valued at £20,000 against
all risks; the other for £10,000 against total
loss only, policy proof of interest (as expressed
by the formula "We will take second
figures, and say that he pays 8 guineas per cent.
on the first policy, and 4 guineas per cent. on the
second, equal in average to 6½ guineas per cent.
How does the owner stand in regard to a
casualty? In the case of a total loss he
collects the whole £30,000, as he would have
done in any case; but in the event of damage,
whereas under the old system, he could
with the 3 per cent. clause, have only
claimed, if the amount equalled or exceeded
£500, by the new device he would recover if the
damage amounted to £500, or 3 per cent. on
his £20,000 all-risks policy. He would thus have
secured complete indemnity, as we have shown,
for 6-2-3d guineas instead of 8 guineas, with the
addition of a reduced starting-point for average
thrown in. In all this there is no deception, for
it is common for underwriters on the all-risks
policy to stipulate for a slice of the p. p. i., or
total loss business. The converse holds good for
the underwriter on the £20,000 all risks
policy. He would be liable for all risks on
the whole ship—while having only a small
premium on two-thirds of her—his liability
for damage would begin at £500 instead of £500.
When the "names" receive accounts showing
infinitesimal profits, does it ever strike them
that this new system may sometimes be
to blame? On the first introduction of
this plan by an underwriting broker anxious
to steal a march over his competitors, the
amount insured p. p. i. was small; other brokers
followed the new departure, and naturally by
degrees the value of the all-risks policy was
reduced, and the amount insured p. p. i. increased,
until the proportions have come to some instances
to equal those in the example given above. All
this, we maintain, is wrong in principle, and
injurious in practice, to the best interests of
Lloyd's, and steps should ere this have been
taken to remedy the evil. Underwriting, like
every other business, should pay, and if it is
to continue to be sound it must be made to pay;
but that can never be done whilst the *bona fide*
underwriter is compelled to play, as now, against
loaded dice.

THE "FRISCO MAIL" IN '49.

From 1845 to 1850 the firm of Russell, Majors,
Waddell & Co. were among the largest contractors
in the United States, their business some-
times amounting to \$5,000,000 annually. Mr.
Miller was the "Co.", the youngest member of
the firm, and in a great measure the life of
the firm, and in a great measure the life of
the mails were very irregular, the stage lines taking
a weekly walk was sometimes lost, in fact was
extremely fortunate to get through. This was
conducted at a tremendous cost. There was
great rivalry between the stage and ocean lines,
the latter struggling for contracts for taking the
mails from New York by steamer to the Isthmus,
across this, and again by steamer to the western
coast. The mail which went overland went by
the southern route, through New Mexico and
Arizona. The contracting firm above mentioned
had the control of the central route, by Kearney,
Julesburg, Fort Laramie and Salt Lake. People
insisted that this route was impracticable, and
the idea of a daily mail over it was ridiculed
most vigorously. Mr. Miller persuaded his more
conservative partners that such a mail could be
carried. From this idea grew the pony express,
the fame of which was soon world-wide.
He was given two months, February and
March, 1850, to equip the line with stock and
stations, which he did at a cost of \$80,000.
It was thought that the line would support
itself, so the proprietors expected not to be out-
more than the original investment. It could
hardly be said that it did pay, but it demonstrated
that this route was practicable, and the
idea of a daily mail over it was ridiculed
most vigorously. Mr. Miller persuaded his more
conservative partners that such a mail could be
carried. From this idea grew the pony express,
the fame of which was soon world-wide.
He was given two months, February and
March, 1850, to equip the line with stock and
stations, which he did at a cost of \$80,000.
It was thought that the line would support
itself, so the proprietors expected not to be out-
more than the original investment. It could
hardly

back to the time when it was the custom to throw a leather ball into the market-place at St. Albans (one of the oldest towns in England), and one class of people tried to carry it to one side of the street and another class to another. Of course this was rather a crude game, and there were no rules and no restrictions as to the number of players on each side, the game generally ended in a free fight.

The public schools of England, such as Rugby, Harrow, Eton and old Westminster; then began to play the game, but each school had its own set of rules, and the result was that very few interchanges could be played on account of each school wanting to adhere to its own particular style of play.

This led to the formation of the Rugby Union, which has done so much for the game. The game of football, as it was then played at Rugby, was adopted by the Union, with some slight changes, and all schools desiring to enter into the association had to be governed by these rules. The association game of football was then adopted by a few independent clubs as an improvement on the Rugby game, and, with various changes as to the number of men on each side, etc., it is at present the most popular game in England, not even excepting cricket.

When the Association game first started in 1877, 300 people were considered quite a large number of spectators, and the game was played by purely amateurs, but at present writing 8,000 to 10,000 people are only considered a fair "gate," and as high as 25,000 turn out to see a final cup tie played off. One of the primary rules of the game is that no player is allowed to touch the ball with his hand except the goal keeper, so the name of football for the game is not a misnomer.

There are eleven men on each side; the first five are called forwards and always follow the ball closely. The next three are called backs, the next two backs, who, no difference where the ball is, must stand inside the goal and endeavor, with both hands and feet, to keep the ball from passing between the two uprights, twenty-four feet apart, and under the cross-bar, which is eight feet from the ground. The play grounds are 115 yards long and 75 yards wide.

When the ball goes out of the side lines, a player on the opposite side from the man who kicked it out is permitted to throw it in toward the goal. The next three are called backs, the next two backs, who, no difference where the ball is, must stand inside the goal and endeavor, with both hands and feet, to keep the ball from passing between the two uprights, twenty-four feet apart, and under the cross-bar, which is eight feet from the ground. The play grounds are 115 yards long and 75 yards wide.

In the first five years of the existence of Association football it was purely an amateur game, but owing to the enormous number of people who began to patronize the game and the struggles of different clubs to recognize professional players, and notwithstanding the predictions of some wiseacres, the real development and success of the game dates from that day. The Preston North End was the first organization to be based on the purely professional system, and their unparalleled succession of victories in the season of '83 and '84 won made all the other prominent football clubs follow in their wake.

The success of this club was attributed to its importation of Scottish players, not one native Englishman playing in the team that season. As the popularity of the game began to increase, the players' salaries began to increase in a corresponding manner, so that from being paid \$5 a match, those poor down-trodden individuals are paid \$250 for signing to play with a certain club, and from \$20 to \$30 a match.

Mr. Erasmus Wiman must have never seen an association game of football played in England before he uttered those oft-quoted words of his: "There is more enjoyment and excitement in a well-played game of baseball than in any other game on earth."

Football is fully as popular in England, especially in the Midland districts, as baseball in the United States, and as for enjoyment and excitement—why, I attended a game in Birmingham the other day between Aston Villa and a Scotch team and the 12,000 people went wild with excitement and enthusiasm, although this is the first day of the season. The game is played from September 1st until May 1st, eight months of the year, and it is sometimes kept up until June 1st.

The following are the clubs which belong to the Football Association and compete for the English cup every year: Preston North End, Blackburn Rovers, Wolverhampton Wanderers, Notts County, Derby County, Aston Villa, Bolton Wanderers, Sheffield Wednesday, Burnley and Stoke. All these clubs represent a prominent center in the Midlands. The English cup was won this year by the Blackburn Rovers, who defeated the Sheffield Wednesday in the final game at Kennington Oval, London, before 30,000 people.

The baseball umpire has a rival in the sympathy of the public as a much-abused individual, in the person of a football referee. The latter's duties are much more onerous, and a slight mistake on his part will call forth nearly every epithet in the vocabulary, and a serious mistake will sometimes cause a general riot.

The Association game of football is more exciting than the new Rugby game, less dangerous and fully as scientific. It is played in a few towns in the United States among Englishmen and Scotchmen. If the winter season in the States still continues open, as they have been the last few years, it would permit amateur baseball clubs to take up the game of football, as it would probably draw a paying "gate" where the people understood the game, and it would also keep their men in condition for the ensuing baseball season.

Take the game as a whole, it has all that element of luck and skill with just sufficient danger to make it fascinating. The excitement never flags during the whole hour and a half of play, and I hope some day to see the Association game of football firmly established as one of the American out-door games.

Co-day's Advertisements.

CATHAY CHAPTER,
No. 1, 165.

A REGULAR CONVOCAION of the above Chapter, will be held in FREEMASON'S HALL, Zetland Street, THIS EVENING, the 24th inst., at 8.30 for 9 o'clock precisely, Hongkong, 24th October, 1890. [1466]

THE CHINA BORNEO COMPANY, LIMITED.

THE Second Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Hongkong Hotel, on SATURDAY, the 8th November next, at NOON, for the purpose of receiving the Report of the Directors and Statement of Accounts to 30th June, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st November until the 8th November, both days inclusive, GIBB, LIVINGSTON & Co., Agents. Hongkong, 24th October, 1890. [1477]

Co-day's Advertisements.

FOR SHANGHAI.
THE Steamship
"NINGPO."

Captain R. Köhler, will be despatched for the above Port, TO-MORROW, the 25th instant, at 4 P.M.
For Freight or Passage, apply to
SIMPSON & Co.
Hongkong, 24th October, 1890. [1477]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, & TAMSUI.
THE Company's Steamship

"FOKLEN,"
Captain Roach, will be despatched for the above Ports, on SUNDAY, the 26th inst.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 24th October, 1890. [1478]

THEATRE ROYAL
CITY HALL, HONGKONG.
GRACIE PLAISTED'S "MY SWEET-HEART" COMPANY.

TO-MORROW,
SATURDAY, 25th October,
"LA PERICOLE."
Box Plan at Messrs. KELLY & WALSH'S,
CHAS. HARDING,
Manager.
Hongkong, 23rd October, 1890. [1457]

Hotels.

THE SHAMANE HOTEL

BRITISH CONCESSION, CANTON.

THIS FIRST-CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liqueurs, etc., of the best quality only.
C. BOND,
Manager.
Hongkong, 14th July, 1890. [1047]

THE HOTEL MARINA.

THIS STRICTLY FIRST-CLASS HOTEL, now moored in the Harbour of Victoria, offers guests exceptional advantages for Healthfulness and Refreshing breezes; the avoidance of street noises, and unwholesome odours, &c.

Grand Promenade Deck, Airy Dining Room, Ladies' Parlour, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bathroom and Verandah to each.

The Table D'Hôte is unexcelled.

The Hotel Launch runs regularly to and from Peddar's Wharf and the Hotel Free of Charge; for time table see Bills.
Hongkong, 13th August, 1890. [1178]

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July.

Every comfort will be provided for visitors, with excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths. Large and well ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.
MRS. MARIA B. DOS REMEDIOS,
Proprietress. [1027]

Intimations.

W. S. MARTEN,

ARTISTIC DECORATOR,

AND

HOUSE AND ESTATE AGENT,

2, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1890. [574]

TO LET UNFURNISHED,
From August 1st.

TWO GOOD ROOMS, with Bath Room, in the Caine Road. Rent moderate.

Splendid View of the Harbour.
Apply to
W. S. MARTEN,
2, Duddell Street.
Hongkong, 3rd July, 1890. [1099]

Geo. Fenwick & Co.,

LIMITED,

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS

FOUNDERS, GOVERNMENT & GENERAL

CONTRACTORS, &c.
Established 1880.
Hongkong, 20th January, 1890. [1550]

NOTICE.

HONGKONG & WHAMPOA

DOCK COMPANY,

LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon

their arrival in this HARBOUR some of the

COMPANY'S FOREMEN should be at hand,

ORDERS FOR REPAIRS, if sent to the HEAD

OFFICE, No. 14, Praya Central, will receive

prompt attention.

In the event of complaints being found

necessary, communication with the Underigned

is requested, when immediate steps will be taken

to rectify the cause of dissatisfaction.
J. COLLIER,
Secretary.
Hongkong, 25th August, 1890. [15]

Intimations.

HONGKONG TRADING CO., LTD.,

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

BEDSTEAD AND BEDDING DEPARTMENTS.

"SPECIAL LINE."

DOUBLE BEDSTEADS with Best Quality.
PATENT WOVEN WIRE MATTRESS.
TWO TOP MATTRESSES, BOLSTER, &
TWO DOWN PILLOWS, COMPLETE, \$55.
NEW CARPETS, CURTAINS, CORNICES AND CORNICE POLES.
with latest Novelties for Window Draperies.

Samples, Estimates, and Designs forwarded on application.

A LARGE STOCK OF FURNITURE AND FURNISHING REQUISITES.

SHOW ROOMS, 37 & 39, QUEEN'S ROAD.
HONGKONG TRADING CO., LTD.
(Late THE HALL & HOLTZ CO., Ltd.)

Hongkong, 23rd October, 1890. [3]

MARINE HOTEL

HONGKONG.

THE Undersigned here to notify the Public of Hongkong and the Coast Ports, that

THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons.

THE DINING ROOM is large and looks on the Harbour.

THE TABLE D'HÔTE are on the Ground Floor, and are fitted up in superior style.

WINE and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890. [476]

PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE.

SECOND CALL OF \$15 PER SHARE DUE JULY 17TH, 1890.

NOTICE is hereby given that unless the above be paid together with interest at the rate of 12 1/2 per cent. annum from the said due date, to the Hongkong and Shanghai Banking Corporation; the said Shares will be dealt with in accordance with the Articles of Association of the Company.

By Order of the Board of Directors.
J. WHEELEY,
Secretary.
Hongkong, 23rd October, 1890. [1475]

A. S. WATSON & CO., LIMITED.

AN INTERIM DIVIDEND on account of 1890 at the Rate of Seventy Cents per

Ten Dollar Share (or 7 per cent. on the Capital of the Company) will be payable at the Hongkong and Shanghai Banking Corporation, Hongkong, on or before 1st November, 1890.

By order of the Board of Directors.
CHAS. F. HARTON,
Acting Secretary.
Hongkong, 30th September, 1890. [1473]

THE IMURIS MINES, LIMITED.

NOTICE.

SHAREHOLDERS are hereby informed that the certificates, for endorsement, should accompany the Bank draft sent in payment of the FINAL CALL of 5/6 per Share due on the 1st November, 1890.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 14th October, 1890. [1438]

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING will take place at the CITY HALL, on MONDAY, 27th instant, at 4 P.M.

E. H. GORE-BOOTH,
Clerk of the Course.
Hongkong, 13th October, 1890. [1428]

NOTICE.

FROM the 1st of November next, the SHANGHAI BUTCHERY will be prepared to supply BRAWN, LARD IN BLADDERS, Fresh and Pickled ENGLISH PORK, SAUSAGES, &c., &c.

Also,
BEEF in Joints and CORNED, BLACK PUD- DINGS, Pork and Game PIES.

S. R. GALE.
Shanghai, 10th October, 1890. [1437]

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTJEN'S ANTI-FOULING COM- POSITIONS.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMAN'S RAHTJEN'S and packages are marked with these words and Trade Mark as open hand in red.

REJECT ALL OTHERS.

Agents in Hongkong
F. BLACKHEAD & Co.
Hongkong, 26th July, 1890. [1093]

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS

AND

CONTRACTORS.

YAU-MA-TI ENGINEERING WORKS,
KOWLOON.

OFFICE—No. 12, D'Aguiar Street.
Hongkong, 25th August, 1890. [26]

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YAU-MA-TI ENGINEERING WORKS,
KOWLOON.

OFFICE—No. 12, D'Aguiar Street.
Hongkong, 25th August, 1890. [26]

Intimations.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER- LAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 25th inst., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans- portation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—

To San Francisco.....\$225.00

Commercial.

CLOSING QUOTATIONS.
 Hongkong and Shanghai Bank, 228 per cent.
 Hongkong and Shanghai Bank, New Issue—
 \$254 per share, buyers.
 Union Insurance Society of Canton—\$93 per
 share, ex div., buyers.
 China Traders' Insurance Company—\$63 per
 share, buyers.
 North China Insurance—Tis. 340 per share,
 sellers.
 Canton Insurance Company, Limited—\$118 per
 share, buyers.
 Yangtze Insurance Association—Tis. 70 per
 share, buyers.
 On Tai Insurance Company, Limited—Tis. 150
 per share.
 Hongkong Fire Insurance Company—\$330 per
 share, sellers.
 China Fire Insurance Company—\$89 per share,
 buyers.
 Hongkong and Whampoa Dock Company—\$77
 per cent premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.
 —\$38 per share, buyers.
 China and Manila Steam Ship Company—122
 per share, buyers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$170 per share
 sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures
 —\$501.
 Indo-China Steam Navigation Company,
 Limited—25 per cent. discount, buyers.
 Douglas Steamship Company—\$46 per share,
 buyers.
 China Sugar Refining Company, Limited—\$172
 per share, sellers.
 Luison Sugar Refining Company, Limited—\$109
 per share, buyers.
 Hongkong Ice Company—\$95 per share,
 sellers.
 Hongkong and China Bakery Company, Limited
 —\$80 per share.
 Hongkong Dairy Farm Co., Limited—\$10 per
 share, sellers.
 A. S. Watson & Co., Limited—\$223 per share,
 sellers.

Chinese Imperial Loan of 1884 B—24 per cent.
 premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent.
 premium.
 Hongkong Rope Manufacturing Company,
 Limited—\$128 per share, buyers.
 The Hongkong Steam Laundry Co., Ltd.—\$25
 per share, nominal.
 Fungion and Sunghie Doo Samanlan Mining Co.,
 Ltd.—\$4 per share, buyers.
 The Ruoh Gold Mining Co., Ltd.—\$1.30 per share,
 buyers.

Imuria Mining Co., Ltd.—\$3 per share, buyers.
 The Balmoral Gold Mining Co., Limited—\$12
 per share, buyers.
 Hongkong and Kowloon Wharf and Godown
 Company—\$73 per share, sellers.
 Tenquin Coal Mining Co.—\$450 per share,
 sellers.

The Hongkong High-Level Tramway Co.,
 Limited—\$105 per share, buyers.
 The East Home Planning Co., Limited—\$15
 per share, sellers.
 H. G. Brown & Co., Ltd.—\$55 per share, buyers.
 The Sengai Koyah Planting Co., Ltd.—\$13 per
 share, sellers.
 Crutchfield & Co., Ltd.—\$40 per share, nom.
 The Steam Laundry Co., Ltd.—nominal.
 The Arctic Arms Hotel and Building Co., Ltd.
 —50 per cent. div., sellers.

The China-Borneo Co., Ltd.—\$11 per share,
 sellers.
 The Hongkong Brick and Cement Co., Ltd.—
 \$78 per share, sellers.
 The Green Island Cement Co.—\$25 per share,
 sellers.
 The Hongkong Land Investment Co., Ltd.—\$91
 per share, buyers.

The Hongkong Electric Light Co., Ltd.—\$6
 per share, sellers.
 Geo. Fenwick & Co., Limited—\$24 per share,
 sellers.
 The West Point Buildings Co., Ltd.—\$32 per
 share, sellers.

The Peak Hotel and Trading Co., Ltd.—\$20 per
 share, sellers.
 The Labuk Planning Co., Ltd.—\$20 per share.
 The Laming Planning Co., Ltd.—\$11 per share
 buyers.
 The Jelchu Mining and Trading Co., Ltd.—\$4
 per share, sellers.

The Selama Tin Mining Co., Ltd.—\$23 per share,
 buyers.
 The Shamen Hotel Co., Ltd.—nominal.
 The Kowloon Land Investment Co., Ltd.—\$17
 per share, sellers.
 The Trust and Loan Co. of China and Japan—
 \$191 per share, buyers.

The Hongkong Marine, Limited—par, nominal.

MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Clyde*, with
 the outward English mail, left Singapore on the
 22nd instant at 5 p.m., and may be expected
 here on or about the 27th.

THE AMERICAN MAIL.
 The O. & S. S. Co.'s steamer *Galle*, with
 mails, from San Francisco to the 1st instant,
 left Yokohama on Tuesday, the 21st at daylight,
 and may be expected here on or about the 27th.

STEAMERS EXPECTED.
 The Ocean Steamship Co.'s steamer *Manila*,
 from Liverpool, left Singapore on the morning of
 the 16th instant, and is due here on the 24th.
 The 'Mogul' line steamer *Mogul*, left Singa-
 pore on the afternoon of the 17th instant, and is
 expected here on or about the 24th.
 The 'Shire' line steamer *Monmouthshire*,
 left Singapore on the afternoon of the 17th inst.,
 and is due here on the 24th.
 The Navigations Generale Italiana steamer
Bormida, left Singapore on Tuesday morning,
 the 21st instant, and may be expected here on or
 about the 28th.
 The 'Union' line steamer *Guy Mannering*,
 from Antwerp, left Singapore on the 23rd inst.,
 and may be expected to arrive on the 29th.
 The Ocean Steamship Co.'s steamer *Myr-
 midon*, from Liverpool, left Singapore on the
 24th instant, and is due here on the 31st.
 The P. & O. S. N. Co.'s steamer *Lowland*,
 left Bombay on the 17th instant at noon, and is
 expected here on the 3rd proximo.
 The P. & O. S. N. Co.'s steamer *Shanghai*
 left London for this port on the 19th instant.

Shipping.

ARRIVALS.
 INCONSTANT, French gunboat, Captain M. de
 Jonquieres, 23rd October, Toulon 20th
 October.
 CAROLINE, British corvette, Captain W. R.
 Clutterbuck, 24th October, Nagasaki 19th
 October.
 GENERAL WERDER, German steamer, 1,820, M.
 Elchei, 24th Oct., Yokohama 15th Oct.,
 Malak and General—Melchers & Co.
 DORSET, British steamer, 1,716, Daniels, 24th
 Oct., Kutchinotzu 19th October, Coal—
 Mitsui Russian Kaitsha.
 ALICE MARY, British barque, 361, S. Sampson,
 24th October, Albany, W.A., 12th August,
 Sandalwood—Gilman & Co.
 GLENGARRY, British steamer, 1,956, R. Webster,
 23rd October, Wuhu 19th October, Rice—
 Jardine, Matheson & Co.
 FOKIER, British steamer, 509, Lewis, 24th Oct.
 Tamsul 20th October, Amoy 21st and
 Swatow 23rd, General—D. Laprak & Co.
 CANTON, British steamer, 1,111, J. Sellar, 24th
 October, Whampoa 24th October, General—
 Jardine, Matheson & Co.
 NINPOFF, German steamer, 762, R. Kohler, 24th
 October, Whampoa 24th Oct., General—
 Siemens & Co.
 MARIE, German steamer, 704, A. C. Hundewadt,
 24th October, Halphong 18th October,
 Pakhol 20th, and Holhow 22nd, General—
 A. R. Marty.
 PRESTO, German steamer, 655, T. Jensen, 24th
 October, Pakhol 22nd Oct. and Holhow
 23rd, General—Siemens & Co.

DEPARTURES.
 DIAMANT, British steamer, for Amoy.
 NINPOFF, German steamer, for Shanghai.

PASSENGERS—ARRIVED.
 October 23, *Kid*, German steamer, for Manila.
 October 24, *Namoa*, British str. for Swatow, &c.
 October 24, *China*, German steamer, for Saigon.
 October 24, *Alvina*, German str. for Holhow.
 October 24, *Thibet*, British steamer, for Singa-
 pore, &c.

PER GENERAL WERDER, str. from Yokohama—
 Captain Petersen and family, Messrs. R. A.
 Reid, T. Kitchener, Miller, T. Yamanow,
 Richter, Colonel D. von Engel, and 40 Chinese.
 Per *Fokier*, str. from Tamsul, &c.—Captain
 and Mrs. Chinder, and 120 Chinese.
 Per *Presto*, str. from Pakhol, &c.—82 Chinese.
 Per *Marie*, str. from Halphong, &c.—Mr.
 Scott, and 12 Chinese.

REPORTS.
 The British steamship *Glengarry* reports that
 she left Wuhu on the 19th instant. Had strong
 northerly winds throughout.
 The British steamship *Dorset* reports that she
 left Kutchinotzu on the 19th instant. Had strong
 north-west winds with fine weather to Mesima;
 thence to Turnabout had moderate north-east
 gales, very heavy sea and squalls with thick
 rain. Strong east-north-east winds and heavy
 sea to arrival.

The British steamship *Fokier* reports that
 she left Tamsul on the 20th instant. Experienced
 strong north-east winds and overcast sky
 with light rain. Confined to Dodd Island; thence
 had moderate wind and fine weather to Amoy.
 Left Amoy on the 21st. Experienced moderate
 north-east winds and fine weather throughout to
 Swatow. Left Swatow on the 23rd. Experienced
 fresh east-north-east winds and moderate sea
 throughout to port.

The British steamship *Alice Mary* reports that
 she left Albany, W.A., on the 12th August.
 Had fine weather to the Farallones (China Sea),
 which were passed on the 19th Sept.; passed Bas-
 sawance on the 30th. Had fine weather and fresh
 south-west monsoon till the 27th instant, since
 which date nothing but strong north-east gales
 have been met with; encountered a terrific gale
 from north-east, from 20th ult. to 7th inst.;
 passed the Pratas reefs on the 12nd, and howe-
 to off the Nine Pins at 10 p.m. on the 23rd;
 arrived here this morning at 7.30 o'clock.

Post Office.

MAIL WILL CLOSE.
 For Saigon.—Per *Argay* to-morrow, the 25th
 instant, at 11.00 A.M.
 For Yokohama, and San Francisco.—Per
 City of Rio de Janeiro to-morrow, the 25th
 instant, at 3.30 P.M.
 For Amoy and Manila.—Per *Diamant* to-
 morrow, the 25th instant, at 3.30 P.M.

SHIPPING IN HONGKONG

STEAMERS.
 ARDOAY, British steamer, 1,080, R. Cass, 21st
 October, Saigon 15th October, Rice and
 Paddy.—A. G. Morris.
 ARRATON APCAR, British steamer, 1,392,
 J. G. Spence, 22nd Oct., Calcutta 5th Oct.,
 Penang 12th, and Singapore 15th, Opium
 and General.—D. Sassoon, Sons & Co.
 CITY OF RIO DE JANEIRO, American steamer,
 3,548, Wm. Ward, 18th Oct., San Fran-
 cisco 23rd Sept., and Yokohama 19th Oct.,
 Mails and General.—P. M. S. S. Co.
 DEUTEROS, German steamer, 1,197, W. Dines,
 23rd October, Saigon 15th October, Rice—
 Ed. Schellhass & Co.
 DIAMANT, British steamer, 514, G. A. Taylor,
 23rd Oct.—Manila 20th October, General—
 Russell & Co.
 FAME, British steamer, 117, J. H. St. John,
 Hongkong Government steamer.

HAIPHONG, French steamer, 845, Ferand, 21st
 Oct., Haiphong 18th October, General—
 Messageries Maritimes.
 KAIFONG, British steamer, 908, Gyles, 22nd
 Oct.—Tientsin 15th October, Chefoo 17th
 and Swatow 21st, General—Butterfield &
 Swire.
 KONG BENO, British steamer, 762, R. Jones, 9th
 October, Bangkok 27th Sept., and Koh-si-
 chang 29th, General—Yuen Fat Hong.
 MOUNT EBRON, British steamer, 1,659, Elliott,
 19th August, Haiphong 12th August, Bal-
 last.—Adamson, Bell & Co.
 NANSHAN, British steamer, 805, J. Blackburne,
 20th Oct.—Bangkok 11th October, General—
 Hop Hing Hong.

OCKANA, German steamer, 1,628, G. Petersen,
 23rd Oct.—Hamburg 6th Sept., and Singa-
 pore 16th October, General—Siemens &
 Co.
 PHRA CHOM KLAO, British steamer, 1,011, J.
 Fowler, 24th Oct.—Bangkok 22nd October,
 Rice and General—Yuen Fat Hong.
 PICCOLA, German steamer, 875, Th. Nissen,
 19th Sept.—Kobe 11th Sept., Coals—
 Melchers & Co.
 POLULX, German steamer, 858, H. Hellmers,
 20th October, Saigon 14th Oct., Rice—
 Melchers & Co.
 POLYHYMIA, German steamer, 1,052, T.
 Behrens, 23rd Oct.—Higo 17th October,
 General—Siemens & Co.
 RIVERDALE, British steamer, 1,317, James
 Mooney, 4th Oct.—Kutchinotzu 28th Sept.,
 Coals—Adamson, Bell & Co.
 TAICHONG, German steamer, 828, P. Duhme,
 27th Sept.—Saigon 24th Sept., Rice—
 Meyer & Co.
 TOMSHAM, British steamer, 1,111, Jas. Young,
 15th Oct.—Singapore 20th September, and
 Bangkok 29th, Rice—Kien Tye Loong.

HONGKONG—STEAMERS.

Continued.
 TATROS, German steamer, 1,346, L. Iweren,
 16th October, Bangkok 7th Oct., Rice—
 Siemens & Co.
 TRIUMPH, German steamer, 674, J. Bruhn, 19th
 October, Whampoa 19th Oct. General—
 Wieler & Co.
 VENETIA, British steamer, 1,086, J. F. Creny,
 22nd October, Bombay 3rd October, and
 Singapore 14th, General.—P. & O. S.
 N. Co.

SAILING VESSELS.
 ADOLPH, German bark, 464, Westergaard, 8th
 October, Hamburg 4th June, General—
 Carlowitz & Co.
 ALTAIR, British bark, 399, T. Munro, 27th
 Sept.—Albany 8th August, Sandalwood—
 Order.
 ADAM W. SPIES, American bark, 1,171, A. D.
 Field, 14th Oct.—Newcastle, N.S.W.,
 15th August, Coal—Order.
 ARNIE STAFFORD, British bark, 1,297, Chas. S.
 Robinson, 20th July, New York 2nd
 March, Petroleum—Arnhold, Karberg & Co.
 CHARON WAITANA, Siamese bark, 656, W. L.
 Cain, 1st Sept.—Wah Hin 13th August,
 Timber and Sapanwood.—Captain.
 COMET, German ship, 1,033, R. Krippers, 27th
 Sept.—Cardiff 19th May, Coal—Order.
 GEORGE SKOLFIELD, American ship, 1,270, A. S.
 Dunning, 11th July, New York 7th
 Feb., Kerosene Oil—Russell & Co.
 JACOB E. KNOX, American ship, 1,720, A.
 Call, 21st Sept.—New York 17th May,
 Kerosene Oil—W. Hewett & Co.
 J. D. BISCHOFF, German ship, 1,608, H. Meyer,
 7th August, Cardiff 3rd April, Coals—
 Order.

NICOYA, British bark, 594, B. Johnson, 15th
 October, Albany 13th August, Sandalwood—
 Captain.
 SARA MERSEDES, Peruvian schooner, 245, A.
 Munlaigh, 4th July, Saigon 27th June,
 Rice—Captain.
 SINTAM, American ship, 1,590, Woodsie, 20th
 August.—Russell & Co.
 ST. JULIEN, British bark, 1,040, W. J. King,
 16th Oct.—New York 5th May, Petroleum—
 Master.

TAKAPACA, British bark, 495, H. Kennett, 11th
 Sept.—Sandalak 25th August, Timber—
 Gibb, Livingston & Co.
 TREMOVILZ, British ship, 948, W. Wilson,
 14th October, Singapore 30th September,
 General—Russell & Co.
 CHOWTA, British steamer, 1,057, F. W. Phillips,
 15th October, Bangkok 8th Oct., General—
 Yuen Fat Hong.

Intimations.

NOTICE.
 J. E. J. SANITARY COMPOUNDS
 COMPANY, LIMITED.
 J. E. J. WOOD PRESERVER OR
 ANTISEPTIC PAINT.

THE Undersigned have this day been
 appointed SOLE AGENTS for the sale of
 these PERFECT DISINFECTANTS, and
 are prepared to supply quantities to suit
 purchasers, at Wholesale Prices. Extra Special
 terms for Shipping and large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief
 Sanitary Engineer, Local Government Board,
 London, says
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co.,
 Bank Buildings,
 Hongkong, 12th June, 1887.

**HONGKONG HIGH-LEVEL TRAM-
 WAY COMPANY, LTD.**
WINTER TIME-TABLE.
WEEK DAYS.
 8 to 10 A.M. every quarter of an hour.
 12 (noon) to 1 P.M. every quarter of an hour.
 1 to 2 P.M. every half hour.
 3 to 7 P.M. every quarter of an hour.

SATURDAYS.
 NIGHT TRAMS at 10.30 and 11 P.M.
SUNDAYS.
 CHURCH TRAM at 10.40 A.M.
 12 (NOON) to 2 P.M. every quarter of an hour.
 3 to 7.30 P.M. every quarter of an hour.
 9, 10, 10.30 and 11 P.M.
 Special Cars may be obtained on application
 to the Superintendant.
 Single Tickets are sold in the Cars; Five-Cent
 Coupons and Reduced Tickets at the Office.
 MACLEWEN, FRICKEL & Co.,
 General Managers.
 Hongkong, 21st October, 1890. [563]

**A. G. GORDON & CO.,
 LIMITED.**
**ENGINEERS, LAUNCH BUILDERS,
 GENERAL AND GOVERNMENT
 CONTRACTORS, IRONMONGERS, COM-
 MISSION AGENTS, VALUATORS, IRON
 AND TIMBER MERCHANTS.**
WORKS.
 BOWRINGTON, EAST POINT.
OFFICE:
 9, PRAYA CENTRAL.
STEAM LAUNCH COMPANY, LIMITED.
 Hongkong, 1st May, 1882.

TOURISTS.
 ARE cordially invited to call and inspect our
 choice collection of Japanese and Chinese
 FINE ART CURIOS, which is unequalled in
 Japan.
 Every article guaranteed as represented. No
 trouble to show goods. One price only.
 DEAKIN BROS. & Co.,
 16 BUND, YOKOHAMA,
 near door to
 Farner's Photographic Studio.
 (29)

**SCOTT'S
 EMULSION**
OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda
PALATABLE AS MILK.
 The only preparation of COD LIVER OIL that can
 be taken readily and tolerably for a long time.
 AS A REMEDY FOR CONSUMPTION,
 BRONCHITIS, SCROFULOUS AFFECTIONS,
 ANEMIA, GENERAL DEBILITY, COUGHS
 AND THROAT AFFECTIONS, AND ALL
 DYSPEPTIC DISORDERS OF CHILDREN &
 ADULTS it is MARVELOUS IN ITS RESULTS.
 Prescribed and endorsed by the best Physicians.
 SOLD BY ALL CHEMISTS
 Agents for China and Hongkong:
 Messrs. A. S. WATSON & Co. (Limited).
 Hongkong, 12th December, 1886.

Consignees.

NOTICE TO CONSIGNEES.
 FROM CALCUTTA, PENANG, AND
 SINGAPORE.

CONSIGNEES OF CARGO per Steamship
 "ARRATON APCAR" are hereby informed that their goods are being
 landed at their risk into the Hongkong and Kow-
 loon Wharf and Godown Company's Godowns
 at West Point, whence delivery may be obtained.
 Cargo remaining undelivered after the 28th
 inst., will be subject to rent. No Fire Insur-
 ance has been effected.
 Consignees are also hereby informed, that all
 claims must be made before the departure of the
 steamer, otherwise they will not be entertained.
 Bills of Lading will be countersigned by
 DAVID SASSOON, SONS & Co.,
 Agents.
 Hongkong, 22nd October, 1890. [1470]

UNION LINE.
NOTICE TO CONSIGNEES.
 FROM HAMBURG, ROTTERDAM, AND
 SINGAPORE.
THE Steamship
 "YORKSHIRE."
 Captain Arnold, having arrived from the
 above Ports, Consignees of Cargo are hereby
 requested to send in their Bills of Lading to the
 undersigned for countersignature and to take
 immediate delivery of their Goods from along-
 side.
 The steamer is berthed at Kowloon Piers and
 Cargo impeding her discharge will be at once
 landed and stored at Consignees' risk and
 expense and no Fire Insurance will be effected.
 All claims against the steamer must be
 presented to the Undersigned on or before the
 28th inst., or they will not be recognized.
 RUSSELL & Co.,
 Agents.
 Hongkong, 20th October, 1890. [1454]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF Cargo per Steamship
 "CITY OF RIO DE JANEIRO."
 The above Steamer having arrived, Consignees
 of Cargo are hereby requested to send in their
 Bills of Lading for Countersignature, and to take
 immediate delivery of their Goods from along-
 side.
 Cargo impeding the discharge of the Vessel
 will be landed and stored at Consignees' risk
 and expense.
 CHAS. D. HARMAN,
 Agent.
 Hongkong, 18th October, 1890. [13]

Insurances.
THE STANDARD LIFE ASSURANCE
COMPANY,
 ESTABLISHED 1825.
INVESTED FUNDS £7,000,000 Stg.
ANNUAL INCOME £900,000 Stg.
BOARD OF DIRECTORS, SHANGHAI:
 R. E. WAINWRIGHT, Esq.
 AUGUSTUS WHITE, Esq.
 F. H. BELL, Esq.
 NEIL MACLEOD, Esq., M.D., Medical Officer.
 W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:
 Amoy—Messrs. Brown & Co.
 Canton—Messrs. Rowe & Co.
 Chefoo—Messrs. Cornaby & Co.
 Fookhou—Messrs. Phillips, Phipps & Co.
 Hankow—W. F. Sharp, Esq.
 Kobe—Messrs. Brown & Co.
 Nagasaki—China and Japan Trading Co., Ltd.
 Newchwang—Messrs. Bandinel & Co.
 Ningpo—Messrs. Kuitau & Co.
 Peking—Dr. Dudgeon, Medical Officer.
 Shanghai—Messrs. Bradley & Co.
 Tientsin—Messrs. Wilson & Co.
 Yokohama—Messrs. Fraser, Farley & Co.
 The Standard is an old and wealthy Scottish
 Office, well-known throughout India and the
 East, and has acquired a marked character for
 sound and liberal management.
 ADAMSON, BELL & Co.,
 Agents, Hongkong,
 Standard Life Office.
 982-5

FIRE INSURANCE COMPANY, OF 1877
IN HAMBURG.
 THE Undersigned having been appointed
 Agents for the above Company, are
 prepared to ACCEPT RISKS against FIRE
 at Current Rates.
 REUTER, BROCKELMANN & Co.,
 Agents.
 Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE
ASSURANCE COMPANY IN
LONDON.
 THE Undersigned having been appointed
 Agents for the above Company, are pre-
 pared to ACCEPT RISKS against FIRE and
 LIFE at Current Rates.
 REUTER, BROCKELMANN & Co.,
 Hongkong, 1st July, 1889. [57]

NOTICE.
THE MAN ON INSURANCE COMPANY
LIMITED.
CAPITAL SUBSCRIBED £1,000,000.
 The above Company is prepared to accept
 MARINE RISKS at CURRENT RATES on GOODS
 &c. Policies granted to all Parts of the world
 payable at any of its Agencies.
 WOO LIN YUEN,
 Secretary.
HEAD OFFICE,
 No. 2, QUEEN'S ROAD WEST,
 Hongkong, 1st February, 1882. [1217]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY,
(LIMITED).
CAPITAL, TAELS 600,000 \$333,333-33
EQUAL TO \$333,333-33
RESERVE FUND \$318,000-00
BOARD OF DIRECTORS.
 LEE SING, Esq. LO YUEN MOON, Esq.
 LOU TAO SHUN, Esq.
MANAGER—HO AMEI.
MARINE RISKS ON GOODS, &c., taken
 at CURRENT RATES to all parts of the
 world.
HEAD OFFICE, 8 & 9, PRAYA WEST.
 Hongkong, 19th December, 1882. [1250]

KUHN & CO.,
JAPANESE AND CHINESE FINE
ART DEPOT.
 21 & 23, QUEEN'S ROAD.
 Hongkong, 21st July, 1890. [1072]

To be Let.

TO LET.
 TWO Comfortable and well furnished Bed-
 Rooms, with or without board.
 Apply to
 Nos. 23 & 25, QUEEN'S ROAD EAST.
 Hongkong, 27th September, 1890. [1359]

TO LET.
 Immediate Possession.
OFFICES at No. 17, Praya Central (above
 Messrs. Douglas, Laprak & Co.'s Pre-
 mises).
 Apply to
 THE HONGKONG LAND INVESTMENT
 & AGENCY CO., LD.
 Hongkong, 23rd October, 1890. [1346]

TO BE LET.
 Just below Peak Flagstaff.
BAHAR LODGE—FURNISHED.
 Apply to
 HUGHES & EZRA.
 Hongkong, 17th April, 1890. [632]

TO LET.
FIRST FLOOR OF HOUSE, 15, Praya
 Central.
2ND FLOOR OF HOUSE, No. 64, Queen's
 Road Central.
 Apply to
 LAI HING & Co.,
 No. 153, Queen's Road Central.
 Hongkong, 22nd March, 1890. [1469]

TO LET.
 Possession from 1st November, 1890.
FIRST FLOOR No. 1, Blue Buildings.
 Apply to
 THE HONGKONG LAND INVESTMENT
 & AGENCY CO., LD.
 Hongkong, 29th September, 1890. [1362]

TO LET.
 With Immediate Possession.
GROUND FLOOR No. 2, Blue Buildings.
1ST FLOOR No. 3, Blue Buildings.
 Apply to
 THE HONGKONG LAND INVESTMENT
 & AGENCY CO., LD.
 Hongkong, 1st July, 1890. [1088]

TO LET.
NOS. 7, 9 & 11, SEYMOUR TERRACE.
 No. 2, OLD BAYLEY STREET.
OFFICES AND CHAMBERS in Connaught
 House, Queen's Road Central.
OFFICES in Victoria Buildings.
TUSCULUM, MAGAZINE GAP.
 No. 3, GOUGH HILL, The Peak, Furnished.
 Apply to
 DAVID SASSOON, SONS & Co.,
 Hongkong, 10th October, 1890. [13]

TO BE LET.
THREE HOUSES at Wild Dell Buildings,
 Wanchai Road.
A BUNGALOW and **HOUSE** on the Upper
 Richmond Road.
No. 1 RICHMOND TERRACE, Six Dwell-
 ing Rooms, English Kitchen, Fowl House, Con-
 servatory, and well shaded Tennis Lawn.
 Apply to
 HENRY HUMPHREYS.

TO BE LET OR SOLD.
 On favourable terms, with immediate
 Possession.
EIGHT HOUSES at "Mountain View,"
 Peak District, near Plunkett's Gap.
 If sold part of the Purchase money can remain
 on Mortgage.
 Apply to
 JOHN A. JUPP.
 36, Queen's Road Central,
 Hongkong, 4th October, 1890. [1146]

TO LET.
FROM the 1st November next, Nos. 6 and 9,<